



QUARTER DECK

Nobody likes a scold. Or complicated rules that make sailing and racing even more expensive.



Mayo Tabb's discussion in this month's Log about the changes in PHRF safety equipment requirements, and the need to come into compliance, isn't a reproach, and money spent on safety equipment is the most important money a skipper can spend on his or her boat and crew. We

have been blessedly free of fatalities, and serious injury in our racing programs has been a rarity - despite having to occasionally fish crew out of the water or limp home with broken spars. This is not entirely a matter of luck. Our skippers take their responsibility for the safety of their boats and crews seriously, and our boats are sound. But we must never be lulled into complacency, just because we race in sight of land. Even those of us whose PHRF certificate proclaims us compliant with 4P will benefit from review of the 4P requirements (and the checklist PHRF requires be kept aboard), and renewing our acquaintance with the maneuvers and safety measures we might have, over time, become less attentive to. PHRF's attention to the issue and return to a single standard is both good for the sport and an occasion for racers and non-racers alike to revisit safety and preparedness. Winter is a good time to curl up with both the PHRF requirements, and the ISAF regulations on which they are based. Winter crew parties are a good time to lay plans for at least one tune-up day in the spring dedicated to practicing some of the drills we hope never to have to use. US Sailing also publishes (and sells very inexpensively on its website) a review of the ISAF Regulations specifically aimed at cruising sailors who have no desire to know what PHRF stands for (no, it's not Per-

fectly Happy to Race and Finish). Sailing fast and sailing fair are worthy goals, but we can all agree that sailing safe is always the first priority, whether or not there are rules that address the subject.

The planning and preparation for this year's events and Junior program in meeting rooms and living rooms around the Richmond area has shifted attention away from Deltaville, but the work to get the grounds and facilities ready has not slackened. The wet fall and mild winter couldn't have come at a better time for the landscaping: Grass and shrubs have flourished to the point that it is now difficult to believe, looking at the grounds, the massive changes and reconfiguration over the last two years. New gates are up on the south side of Stove Point road, providing greater security for the main clubhouse and dinghy lot (and creating an opportunity for consternation for any who have forgotten the combination to the locks). The stage is set, and with the 2006 season coming to its official close - the CBYRA Junior High Point awards were recently announced and the Region IV High Point dinner is at the main clubhouse February 3 - the 2007 season is ready to begin in earnest.

The FBYC press gang has been hard at work, too. A successful recruiting and marketing effort at the Richmond Boat Show - reportedly pulled off without resort to the belaying pin - has yielded an even bigger pool of people interested in crewing at Fishing Bay in 2007 than last year. Keep an eye out for the planned opportunities over the upcoming months to meet them and help bring them into our sailing community.

If I don't see you at the High Point Dinner on the 3d, or the US Sailing Race Management course on the 17th, I hope I'll see you at the Bermuda High party on the 24th. Happy February.



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FBYC BOARD MEETING HIGHLIGHTS

January 11, 2007

REAR COMMODORE - R. NOEL CLINARD

HOUSE - Wes Jones reported that the exterior trim on the main clubhouse is in need of protection. The club has budgeted for painting that trim and Wes has obtained a quote to put metal cladding on about two-thirds of the trim for approximately two-thirds of the paint budget.

Dave Soule has passed his exam to become a certified operator for the water system and only needs to take another procedural step to obtain his license. Dixon Cole is also working toward his certification.

DOCKS - Alex Alvis has made two slip assignments recently and

expects to assign the remaining vacant slip within a week. There are some sinkholes along the bulkhead that he and Dixon Cole are keeping an eye on. Also, some pilings may have to be replaced.

WEBMASTER - Strother Scott continues his efforts to reduce SPAM postings on the web's home page. Strother and Noel Clinard expect the online registration for the Flying Scot NAC's to go active soon. Ruthanna Jenkins has volunteered to do the data entry for 2007 events. Mary Spencer has entered the volunteer preferences received to date from the membership.

WINTER PROGRAMS - The Bermuda High party is planned for February 24 at Charles Lytton's home. Gary Jobson will speak on March 16 in the University of Richmond Law Auditorium..

VICE COMMODORE - RICHARD A. BAUER, JR

Buhl, Ric Bauer outlined the 2007 Training Program. The programs include a Safety-at-Sea course chaired by George Burke on April 14; the February 17 US Sailing PRO Certification course taught by John McCarthy; Race Committee Management courses on March 17 with David Lee as instructor (a 1/2 day course for Race Committee Chairs and a 1/2 day course for Race Committees) and an FBYC Training Day on April 15. Other seminars being planned are Protest Committee training, Sailing Rules training, FBYC sea craft training, and Junior Race Committee training. There will be Crew Training socials at dates to be announced and Crew Training classes are scheduled for April 1, 7 and 15.

OFFSHORE DIVISION - Drafts of the offshore schedule and NoR's are circulating and will be posted online for the Sailing Events Book when completed. Cathy Clark has lined up Chairs for all but two of the social events and Rob Slotnick will complete the list of Race Committee Chairs soon.

ONE DESIGN DIVISION - Tom O'Connell reported that a draft of the One Design events and NoR's has been posted to the web site. Jerry Desvernine has all but one Social Chair lined up and Matt Braun has commitments for Race Committee Chairs for the Spring, Summer and Fall races.

CRUISING DIVISION - There will be 17 cruising events in 2007 and Chairs have been lined up for all but three. Ed O'Connor advised that George Burke has been talking with the Commodore of RRYC about a possible combined club event after the River Races on the Sunday after Rosegill. There will be five, possibly six, speakers at the Safety-at-Sea Seminar.

JUNIOR DIVISION - Eric Power has a meeting on January 13 at Miles River to schedule the events across the Bay and will include those in the Sailing Events Book. Daniel Gillispie will return to teach the Learn2Sail classes. In February, Eric will hold a meeting for parents of the junior members.

TROPHIES - Brooks Zerkel met with the Trophy Committee to determine if changes were in order for some of the perpetual trophies. Brooks discussed possible changes for the Nott Memorial Trophy with former MORC sailors and had no opposition to changing the recipient.

Continued on Page 5

2007 OFFICERS

COMMODORE
Allan M. Heyward, Jr



VICE COMMODORE
Richard A. Bauer, Jr.



REAR COMMODORE
R. Noel Clinard



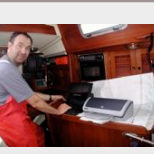
SECRETARY
C. Stephenson Gillispie, Jr.



TREASURER
Charles E. Hall



LOG STREAMER
James Morrison



Final Approval

Dr. & Mrs. Ryan S. Jones (Ryan & Emily), 2714 McRae Road, Richmond, VA, 23235 (Moved up from Family Membership of Perry E. Jones). Ryan completed his studies to become a dentist this past year. After graduation, he and Emily got married. Ryan is now working in his father's dental office.

Resignations

Ms. Corbin A. Brierre, Mr. & Mrs. J. Jason Burford, Dr. & Mrs. James T. Christmas, Mr. & Mrs. Norwood H. Davis Jr., Mr. & Mrs. Kristofer C. Funk, Mr. & Mrs. James D. Gillespie, Mr. & Mrs. David Lucas Macfarlan, Mr. Justin D. Nelson, Mr. Christopher B. Rivers, Mr. & Mrs. Thomas G. Snead Jr., and Mr. & Mrs. R. Giles Tucker

From the Web Master...

Last month I mentioned the new link on the top right hand corner called My



FBYC. Many members have sent in their Volunteer Preference forms and others have updated their preferences on line. As of 1/18/2007 we have 914 volunteer

jobs which people have stated they prefer to do. There are, as an example, about 20 people that will loan the Club a Mark Boat – that's great – and about 75 who are willing to be a bartender – not surprising. This data, and many more volunteer preferences, are available to all at My FBYC.

By the time you read this, I will have the FBYC Store operating on line. I trust Noel will approve a BIG FBYC STORE link on the Home Page. You will be able to see pictures of the inventory, and to make purchases on-line with a credit card. In order to keep the store on budget – we have used the On-line Event Registration Process where you sometimes pay an entry fee or make other purchases as part of the registration. Hence your confirmation for FBYC Store purchases will state you have successfully registered for the FBYC Store Event. Maybe disjointed and incorrect, but it is no cost and eliminates a need for expensive e-commerce web programming.

There are now 6 J-105s that race at FBYC and they have organized themselves into Fleet 15. They have a web page at <http://j105.org/fleet15/> and we now have a web page for them – under Fleets/Offshore/J105.

By: Strother Scott



Bermuda High 2007

Join us in celebrating the forthcoming days of spring in the Bermuda tradition.

After clearing customs, sip on a Dark 'n Stormy while reprovisioning your soul.

**The fun begins on Saturday, February 24, 2007
at 7:00 PM in the home of**

**Carol and Charles Lytton
13610 Hailsham Circle
Midlothian, VA 23113
www.mapquest.com**

**Enjoy heavy hors d'oeuvres and your favorite libation!
Cost for this event is \$20.00 per person.
Friends and Crews are welcome!**

BERMUDA ATTIRE ENCOURAGED!!

**R.S.V.P. by February 16, 2007 to FBYC's website at
www.fbyc.net**

**Please contact Carol or Charles Lytton at
c.lytton@woolfolkproperties.com
or
804-379-8835 with any questions.**

FBYC JUNIOR SAILING



2007 Junior Program Better Than Ever!

FBYC Parents and junior sailors should take note that we've lined up another season of high quality sailing instruction and fun on the water for our juniors. For the racing kids, Optimist coach Diego Ravecca will be returning as head coach to take our already thriving team to the next level. Diego will be accompanied by Assistant Coach Luis Canuto who will work with our Laser Radial and C420 kids. As with last year's program, we'll kick off the season with Opti Kids starting on June 9/10th and the 16th and 17th. Junior Week will be held from June 18-22nd and is followed immediately with a racing clinic and the Virginia State Junior Championship on June 23rd. Tommy Coleman will be on hand again to inspire our Green Fleeters throughout Junior Week and during the regatta. Beyond Junior week, both beginners and racers alike will have the opportunity to pursue their goals through either the Extended Race Team Program (Tuesday-Sunday, June 24th through August 16th) or the Learn2Sail Program that runs weekly (Wednesday-Sunday) from June 27th till August 6th. Summer Coach Daniel Gillispie will return this season to teach our L2S classes. In addition to practices, racers will be pursuing the CBYRA junior regatta schedule, plus travel to the US Optimist Nationals in Minnesota, the Hyannis Regatta in Massachusetts and other national events. Sign up for sailing programs will begin in March along with sign up for our new housing program explained in the accompanying article. For more information, please see our website at www.fbyc.net or contact Junior Division Commander Eric Powers at 804-706-1427 and eric.powers@mml.com. FBYC pro-

grams are open to non-members for a fee premium.

FBYC Sailors Top CBYRA Junior High Points

The 2006 Junior High Points standings are up and the top tiers include lots of FBYC junior racing sailors. In the Optimist Class, Madeleine Alderman swept top honors in Red Fleet and as top woman Optimist sailor in her class. She was third overall, just behind Alex Jacob who crowned the top overall spot as the best Optimist sailor on the Bay. The top ten overall positions also included Austin Powers, who took third in Blue Fleet and 10th overall. Kyle Swenson snatched 12th overall, while his sister Kendall was 24th but first in White Fleet. Ben Buhl ratcheted up the ranks with a 15th overall and 5th in the Blue fleet.

Rookies Eric and Conrad Roos made their marks with 31st and 32nd overall but with Conrad already stepping into the second place slot in White Fleet! All this, with just one racing season under their belts! Up and coming racer Graeme Alderman was right on his heels taking the third place White Fleet silver. For three in

a row, Erin Jacob was next in White fleet at fourth place.

In the Laser Radial Class, FBYC was blessed with yet another first place overall standing with Quentin Jenkins lining up for top honors. He was joined in the ranks by his colleagues Annie Mckinnon and Cori Radtke who posted 10th and 17th overall.

These sailors and their parents should be plenty proud of the hard work and commitment that achieved these results. We already have our sights set on even better results for the 2007 season so we hope we'll have even more racing sailors showing up for a summer filled with time on the water with quality instruction and a chance to compete with the best on the Bay. Anyone interested in learning more about our Junior Sailing program is urged to contact Junior Division Commander

2006 Junior High Point Awards, OUTSTANDING!!

NAME	PLACE	CLASS
Quentin Jenkins	First Place	Laser Radial
Alex Jacob	First Place	Optimist
Madeleine Alderman	Third Place & Top Female	Optimist
Austin Powers	Tenth Place	Optimist

Eric Powers at 804-363-5553 or eric.powers@mml.com
Eric Powers

FBYC JUNIOR SAILING

Junior Program Housing Program now Available

FBYC's Junior Program is pleased to present a housing new program designed to provide working parents an alternative to making frequent trips to Deltaville so their kids can participate in junior sailing. We have developed this program in cooperation with Christchurch School who already runs boarding camps from their fa-

boating and marine science programs. The cost for this is a very reasonable at \$50 per day (al la carte) or \$250 per seven-day week (Sunday afternoon till Saturday evening).

We believe this program offers FBYC parents a great value and a welcome break from driving from Richmond. It is our hope that with a favorable response from the membership, this will be just the beginning of even more cooperative pro-

NEW BUSINESS – Ric Bauer, in conjunction with Noel Clinard, has filed for three permits from Middlesex County for improvements at FBYC. Ric updated the Board on the status of the permits for improvements to the ramp and Fishing Bay pier and the construction of access stairs from the pool's concrete apron down to the beach.

There being no additional business, the meeting was adjourned at 7:20 p.m.

Junior program needs your help!

The FBYC Junior Program is looking for rental housing for its two racing coaches from June 15th till August 17th. The lodging must be in the immediate Deltaville area and be able to accommodate two male coaches. Please contact Eric Powers at eric.powers@mma1.com

ilities located off Highway 33 just east of Saluda. The school is able to provide our sailors with daily housing, meals and transport to and from FBYC during from June 18th till July 14th including Junior Week (June 18-22nd) and then on a more limited basis from July 30th until August 17th (blackout 6-9th). Our kids would spend their days at FBYC practicing their racing skills or learning to sail and then return by bus to Christchurch in the late afternoon to end their day with dinner at the school cafeteria and fun with their evening programs (games, movies, music). Each morning, they will rise, have breakfast and get on the bus back to FBYC to join their sailing classes or on regatta days, be picked up by parents to travel to away regattas. Christchurch will make sure kids are fed, cleaned up and in bed at a reasonable hour and supervised during their time on campus. A boxed lunch is provided for them to take with them to FBYC each day. On days when there is no sailing classes at FBYC (such as Mondays) Christchurch will provide our kids with the opportunity to participate in their choice of ongoing summer camp activities such as fishing trips, crew

grams between Christchurch School and FBYC. If you would like more information on this new program, please contact FBYC Junior Division Commander Eric Powers at 804-706-1427 or eric.powers@mma1.com

BOARD HIGHLIGHTS, Cont. from page 2

Therefore, Brooks moved that the Nott Memorial Trophy be awarded to the Flying Scot yacht that finishes the greatest number of FBYC sponsored Flying Scot events during the calendar year, both sanctioned and non-sanctioned. After discussion, the Board passed this Motion

CBYRA DELEGATE – The CBYRA Awards Dinner will be held at the club on February 3. Tom Roberts has submitted FBYC's schedule to CBYRA.

PARTICIPATION – David Hazlehurst and some 13 volunteers will be at the boat show Friday through Sunday handing out crew training brochures and answering questions. According to David's figures, 40% of the members volunteered for at least one job last year. His goal in 2007 is 60%.



FBYC Junior Program

Meeting

February 25 2007
2:00 - 4:00PM

At the home of Rick
and Dale Alderman
10455 Cedar Lane
Glen Allen, VA

The purpose of the meeting will be to inform parents of our summer sailing program plans including program descriptions, coaches, scheduling, fees, volunteer support and coordination.

Early Registration will be available!

Refreshments will be served and children are welcome.

For more information contact:
Eric Powers, FBYC Junior
Division Commander
804-706-1427
Or
mailto:
eric.powers@mma1.com

From the foredeck; Winter Sailing Activities.

Ric Bauer, Vice Commodore



Any one want to go sailing? The Caribbean is nice this time of year. How about Bermuda? The Bermuda High Party is the 24th, so put on your sailing shoes and come on out.

For some real sailing experiences be sure to attend the presentation by Gary Jobson on March 16 in the University of Richmond Law Auditorium.

The five months of winter, November to March, are actually pretty busy for a lot of us. Most of us have hauled our boats, celebrated the holidays with family and friends, and gotten started on those New Year's resolutions of trying to get back to those lower numbers on our bathroom scales. Some of us have also been working at setting the 2007 sailing schedule, updating all of the General Sailing Instructions and Notices of Race.

Besides having a fantastic sailing season scheduled with lots of events for everyone, we have some terrific training and learning opportunities for 2007.

First we have two opportunities to hone your race management skills:

February 17th at FBYC Clubhouse – John McCarthy – US Sailing Basic Race Management. This is a race management class that every member should attend. After all this is what we are all about! Whether you ever intend to be a Certified Race Officer or not you should attend this course to strengthen your race management skills – even if you've served as a

Principal Race Officer (PRO) for years you should attend. This class will offer in depth Race Management training with a test at it's conclusion for those who want to pursue certification. Besides being good, John makes the learning fun!

March 17th at Retreat Hospital in Richmond – David Lee – FBYC Race Management. US Sailing Club Race Officer, David Lee will lead a training session specifically for FBYC 2007 PROs to review the race committee process and procedures and hands on case studies of on the water situations. We will also review changes to our General Sailing Instructions. It is critical for all Race Chairs to attend this session. In fact it should be required.

I also encouraged other race committee volunteers to come as well. The morning session will be aimed toward the Race Chair and the afternoon session will be an introduction to race committee positions and their duties as part of the R/C team. Remember, when we volunteer to work race committee, we make a commitment to our fellow sailors to doing it right.

I hope to see you at both of these sessions!

March 24th at FBYC Clubhouse – Racing Rules of Sailing – Elizabeth Staas will be hosting a speaker to review racing rules. This is your chance to learn the rules from an expert and find out whether sailboat racing or golf is best for you. It will be fun and you will sail with more confidence at every start, every rounding, every competitor crossing and at the finish line.


March 22nd and March 30th – Crew Recruiting Socials – These will be held in Richmond on a Thursday and Friday evening. These are open social events that will be

heavily promoted to non-members who may be interested in sailing and crewing for FBYC skippers – offshore or one-design. If you need crew or some good back ups you should be there! Watch for more details on locations and times.


April is closer than you think! Opening day is the 21st.

April 14th – Safety and Seamanship Education Day – We have five speakers scheduled covering such things as Boat Safety & Equipment Readiness, Fires on Board, Medical Emergences, Weather Forecasting, and Sea Air Rescues. Anyone going out on the water will need this class.


We are offering each of these classes to help you be better Race Committee volunteers, better racers and better sailors. We hope that you take advantage of them and find them worthwhile.



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PHRF Safety Rule Changes

By Mayo Tabb,

FBYC PHRF Delegate

Safety out on the race course has always been a high concern both for the organizers and participants in sailboat racing. Safety regulations are constantly changing and will directly affect the third of the FBYC PHRF Fleet that have category 5p safety certification. To be able to race in CBYRA sanctioned FBYC hosted events they will have to upgrade their safety equipment to category 4p. Before we get into the details, a look at what is happening on a worldwide basis would be appropriate. Modern sailboat designers are increasingly producing very light boats made of high tech materials that rely on the outboard weight of the crew for stability. The high tech materials are incredibly strong as delivered but their long term strength in some applications falls off dramatically. During the past seasons there have been several tragic instances in Europe where lifelines on super light boats have failed dumping the crews overboard. With the loss of stability it has been difficult to recover the crew. With this background the International Sailing organizations have been tightening the regulations to reduce the chances of crews going overboard due to equipment failures.

Why does this affect racing at FBYC? Sailboat racing rules and regulations are standardized worldwide by the ISAF for which the USA has one out of 70 votes. The ISAF maintains the basic Racing Rules that we all race under and the ISAF Offshore Regulations that regulate what equipment we have on our boats. These regulations are then adapted, sometimes with minor revisions by US Sail, the national authority for the USA. These regulations then form the basis for CBYRA, PHRF and ultimately appear in the FBYC Sailing Instructions under which we race. PHRF category 4p is based on the old ORC category 4 with is now ISAF Category 5 Special Regulations. I expect that the PHRF categories will migrate toward ISAF Category 5 in the upcoming years. US Sail has also worked with the insurance industry to make available the liability policies under which CBYRA, PHRF and most Yacht Clubs operate. A weakening of Safety Regulations is not very compatible with the goals of Yacht Racing or what the Insurance Underwriters desire. In fact we will see the exact opposite in increasingly tighter regulations in regards to safety. Since most of these bodies meet annually it can take several years for a change to make its way from

ISAF to US Sail to PHRF to CBYRA and ultimately to FBYC.

In the past year's ISAF has passed requirement that only uncoated stainless steel wire can be used for lifelines on new construction. If you were at last years Annapolis Boat Show you may have observed the bare wire on new boats along with cockpit mounted pad eyes for safety harnesses. These have not made it into our requirements but I would expect them in a few years. One key change passed in the Fall meeting is that all the crew must be totally within both lifelines thus the practice of putting your body between the upper and lower lifelines will be illegal. I believe it will take a few years for this change to make it down to the FBYC level. Some have asked me why stainless steel wire for lifelines not stronger Spectra. One of the PHRF Handicappers who races at the National level uses Spectra backstays on his boat. I asked him how long they last. He said you have to change them yearly as these high tech ropes lose strength rapidly due to sunlight and wind driven vibration when exposed to the elements. It was his opinion that they would never be allowed for lifelines due to this rapid degradation in strength.

So what has now changed that directly affects FBYC racing? CBYRA now requires all sanctioned races to be Safety Category 4p for open bay condition like we have at FBYC. Since almost all FBYC races are sanctioned, this in effect requires all our boats to be 4p. Last year we had 11 boats with 5p Safety rating that for 2007 will have to upgrade to 4p in order to race in sanctioned races. Some have suggested that they just ignore the regulations. When you signed the PHRF renewal form you stated that your boat complies with the regulation and likewise when you sign the entry form. Not following a safety regulation is just like not following the Starboard Tack rule and the avenue for redress is the Protest Committee. Enforcement of the Regulations has been a constant subject among the PHRF delegates and handicappers for the past year and will only get more attention in the upcoming year.

One of the points that will get considerable attention is the ODR PHRF rating. The PHRF Fleet Policies state "If the One Design class rules conflict with the...Equipment Standards of PHRF the National One Design Class rule shall only govern in regards to sails and their attachment to the boat and crew limits." This appears fairly clear and most handicappers understand it to mean that ODR boats have to meet PHRF Equipment Stan-

dards. Some owners take the position in that the ODR rules supersedes all PHRF Equipment standards because if they modify their boat then it would no longer meet the National One Design Rules and thus no longer be an ODR. The handicappers almost universally agree that this is not correct. I expect there will be considerable discussion about the safety aspects of this by the PHRF Handicappers and Delegates this year.

What are the key differences between 4p and 5p? Any boat that meets 4p would also meet 5p, so to upgrade a boat from 5p to 4p you have to add equipment. These are defined in detail in the PHRF application and Year Book. The regulations spell out the exact requirements but in general they are:

6.13 & 14 – If the bottom of your companionway is below deck level you must have a way to lock the lower board in place. All dropboards must have a method of being secured to the boat – usually a lanyard.

6.6 – Essentially this requires double lifelines, and pulpits for the area where the crew is enclosed. Single lifelines are acceptable for boats below 28 feet. This is the one that will require the most attention.

6.62.4 – This is a key exception that may save you from having to modify a stock boat in regards to pulpits and lifelines.

8.2 – Bilge pump drains.

9.8 – Must have navigation lights.

10.2 – Must have heavy weather jib and reefs in mainsail per standard.

11 – Must have horseshoe life ring and separate heaving line.

If you need help as to what to change on your 5p rated boat you can contact Mike Dale, Rappahannock River Handicapper or Mayo Tabb, FBYC Handicapper.

Did you know....
The whole nine yards: Yards are the spars attached at right angles across a mast to support square sails. (Yard-arms are either side of a yard.) One a fully rigged three-masted ship there were three major square sails on each mast. So if the nine major sails were all employed at the same time, **the whole nine yards** were working.

Members two days service commitment for 2007.

Data developed in 2006 by recording members who served on race committees, helped with social activities, volunteered for work parties and clean ups, served as Event Chairs and on the Board show that 40% of our members gave their required time to the club. This number included 9% of the membership who were excused from duty because of age, health or living too far away from the club.

There is little doubt that we can increase the number of members who give their time if we add more structure to our recruiting process. For my part I am very familiar with the process used at the VISA YC on Smith Mountain Lake where June and I have been members since 1974; each year we are asked to complete a form identifying three committees we are willing to work on, and committee chairs call us when they need help. Plus we are expected to attend Spring and Fall grounds clean-ups. The other club I am familiar with is SSA/Severn Sailing Association, in Annapolis, where at least three of our families are members. SSA has some 6 or more categories of membership which have different levels of work required, but the majority of members are expected to serve on one work parties and two race or social committees each year. Members are given an opportunity to sign up for dates of their choosing through February each year, following which they are assigned where help is needed. All members are required to serve on the dates they choose, or those they are assigned, and members, are required to find their own replacement. In the event a member doesn't do their assigned duty they are billed \$100, and the process is monitored by a club employee. In the event we have no shows at FBYC many times a committee chair either finds the replacement or does the duty themselves.

Our goal for 2007 is to increase the percentage of members who give their time to at least 60% so all of us can expect to receive more calls. In addition to developing a list of members who contributed their required two days of work in '06 our records show that we have some 38 members who contributed well above that level, some as many as 16 days beyond their board duty. There is no question from my viewpoint that the low level of members contributing at FBYC is a result of our lack of a structured recruiting process. Over the 9 years I have been responsible for recruiting volunteers I have rarely had any member turn down my request to help with a specific event, and these occasions have generally been when not enough notice was given. We can, and must do better, so that all members can enjoy their time at the club rather than work for a no show. My request of all is to remember your responsibility to give two days service each year, and to agree to serve when asked or offer an alternative date when you are available. Thank you all.

By David Hazlehurst.



Just Cruzen with John Koedel, III

I am introducing a series of articles that will highlight short cruise destinations to include info on location, navigation, and amenities. Many families have a limited amount of time on the weekends so may not be able to join one of the great cruises planned through the Cruising Division. However, they may be able to steal away for a quick overnighter some place close. The problem may be that they don't know all of the great places to go.

Last year, we put a large chart on the wall in Fannie's house that covers the area from the Hole in the Wall, at Gwynn's Island, north to Reedville and west, up the Rappahannock, almost to Urbanna. This whole area is within a few hours sail of FBYC and affords well over 20 great destinations.

We also installed a white board that can be used to post "spontaneous" cruises. People are encouraged to list places they are going or see where people are and join them. I find that most people like to cruise with other boats, and rafting once you're there provides great entertainment for all family members.

Rafting Etiquette: An approaching boat should request permission to join the raft through the anchored boat. He'll direct you so the raft is properly balanced. It is the approaching boat's responsibility to provide fenders and lines. The loop end is provided to the moored boat so that you may adjust the lines from aboard your boat. There should be a bow line, stern line, forward spring, and aft spring. Ask permission to board another boat. When crossing over a boat to get to another boat, pass forward of the mast. Do not cross through the cockpit. That is like running through someone's living room (kids need to be mindful of this.)

See you next month for destinations on the Piankatank River.

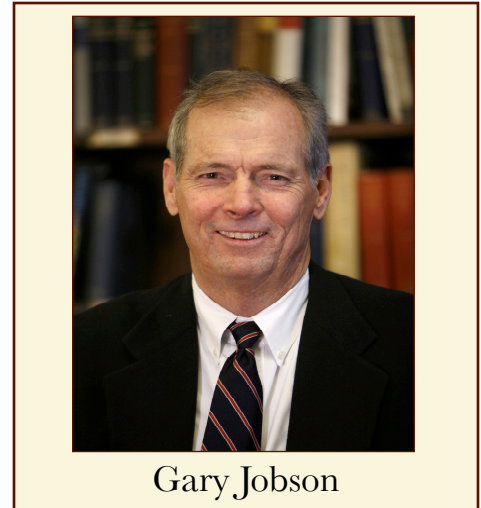
Contact me at: jgkoedel@yahoo.com

The Fishing Bay Yacht Club Winter Program Series and the Leukemia & Lymphoma Society present...

Gary Jobson “Championship Sailing”

Gary Jobson, world class sailor, television commentator, author, and FBYC honorary member will speak on the 100th Anniversary Race to Bermuda, the U.S. Sailing Team Heading for the China Olympic Games, the 2007 Acura Key West Race Week, the America’s Cup, the 2005 Rolex Transatlantic Challenge, and the Volvo Ocean Race.

Gary, an inspirational cancer survivor, is also the Leukemia & Lymphoma Society’s Honorary Chair for the Leukemia Cup Regattas. FBYC will host the 9th Southern Bay Leukemia Cup Regatta July 6 – 8, 2007.



Gary Jobson

THIS IS A DON’T-MISS EVENT FOR SAILORS OF ALL AGES!

- ✓ **WHERE:** the Moot Courtroom at the University of Richmond Law School
- ✓ **WHEN:** Friday, March 16, 7-9 PM
- ✓ **ADMISSION:** \$20 per person Members and Non-Members
- ✓ \$10 per person for K-12 and College

Tickets can be purchased on-line at the FBYC web site or purchased at the door. Seating is limited so, if paying at the door, please call Sue Willis at the LLS at 1-800-866-4483 to make reservations. There will be light refreshments as well as a cash bar.

The Road To the Flying Scot NAC: No. 2

By Noel Clinard, FS NAC Event Chair

This is the second of a series marking the road to the Flying Scot North American Championship (“FS NAC”), June 24-27, at FBYC. On January 17, the Chairs or the various Regatta Committees met for dinner and a full scale review of milestones reached. We had reports on Race Management, Scor-Hans Noordanus FSSA District Governor, Jon Deutsch and Mike Dale; on Registration Measurement from Len Guenther; on Bauer and Dixon Cole; on Meals and Cater-Bauer; on Social by Mike Calkins; on Lodg-phies and Ceremonies from Jay Buhl; on Massie and Hans Noordanus; and on Budget, myself. Tremendous progress has been made ready to host a momentous FS NAC.



Flying Scot NA’s Planning

The On-Line Registration Site for the FS wealth of information on the NOR, the Sail-items and many other matters, is available. Flying Scot Fleet members are encouraged to regis- generously the custom apparel, meal and so- budget expenditures for the regatta and to items. In addition, in order to assure that the point, FBYC Flying Scot Fleet members are encouraged to actively recruit visiting sailors from within our fleet, local and distant clubs.

Thanks for the continuing support from all members for this huge effort to bring an exciting and prestigious event to FBYC in support of the Club’s largest One Design Fleet.

NAC on www.fbyc.net is now active. A ing Area, local accommodations, apparel there for the clicking. FBYC’s own Flying ter early to test the system and to purchase cial items. This will help to fund the early reach the break-even point on the various regatta well exceeds its financial break-even



“Rendezvous of the John Smith Shallops” 400th Anniversary Celebration

To commemorate the 400th Anniversary of the first English settlement in the New World and the epic voyage of exploration and discovery by Captain John Smith and his shallop crew to chart the Chesapeake Bay. This public event is being hosted by the Fishing Bay Yacht Club and the Deltaville Community Association.

This celebration will bring together three shallops that have been built by the Deltaville Maritime Museum, the Reedville Fisherman’s Museum and the John Smith Four Hundred Project/Sultana Projects, Chestertown, MD. In conjunction

with National Geographic Magazine, these three institutions will host interactive displays explaining their interpretation of the shallops that have been constructed.

There will be additional participants and displays from other museums including the Jamestown Settlement and the Middlesex County Museum. One of the ships from the Jamestown Settlement is expected to be on display at the FBYC dock. Refreshments will be available.

FBYC is looking for a responsible Coach in Training to assist with our 2007 Junior Program from Junior week. CIT will assist Head and Assistant Coaches with teaching beginner level students basic sailing at FBYC. No travel required. Other responsibilities will include assisting Club Manager with maintenance and operations. Applicants must be at least 18 years old, have a valid drivers license and experience with Optimist dinghies. Access to local housing required during the week. Those interested should contact FBYC Junior Division Commander:
Eric Powers at 804-798-6525.

DATE	TIME	DESCRIPTION
Saturday, August 25, 2007 at FBYC	10 AM to 4 PM	Interactive Display of the Sultana Project’s re-enactment of John Smith’s exploration of the Chesapeake.
	6:30 PM to 8:30 Pm	Welcoming reception with refreshments for the crews of the shallops. The \$25 donation per person charge will benefit the three museums involved in the exploration project.
Sunday, August 26, 2007 at FBYC	10 AM to 4 PM	Interactive Displays again open to the public.
	12:00 PM	Historical presentation of John Smith’s visit to the Piankatomk River followed by a rowing and sailing demonstration by the shallops on the water off Fishing Bay Road
	2:30 PM	Presentations and awards on the clubhouse lawn.
Additional information can be found at: www.johnsmith400.org/voyage.htm www.fbyc.net www.deltavilleva.com/museumpark		Or contact: Bob Kates P.O. Box 284 Deltaville, VA 23043 804.776.6950 Fax 804.776.9780 fma@oonl.com

FBYC KEY DATES

Date	Event
2/03	CBYRA Region 4 Awards at FBYC - at 1700 - dinner at 1800
2/17	John McCarthy - US Sailing Basic Race Management at FBYC Clubhouse
2/24	Bermuda High Party at Lyttons House
2/25	FBYC Junior Program Meeting Alderman Residence, Ashland (2:00-4:00 pm)
3/16	Gary Jobson Event
3/17	FBYC Race Management with David Lee at Retreat Hospital in Richmond
3/24	Racing Rules of Sailing at FBYC Clubhouse
3/22 & 3/30	Crew Recruiting Socials
4/14	Safety and Seamanship Education Day

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The 2007 Reenactment Tour: An Overview

In 1608, the Chesapeake Bay Watershed was a wild, verdant country spanning rich and endless marshlands, towering forests, and thousands of miles of fresh, salt, and brackish waters. Populated by communities of Native American Indians who thrived on the environmental largesse offered by the fertile soils and tidal waters, the Chesapeake John Smith explored was a land of environmental and cultural abundance.

Having left the struggling Jamestown colony behind, Smith and fourteen crewmembers embarked in 1608 on a 1,700-mile journey that would help to redefine the European concept of the "New World". John Smith's voyage of the Chesapeake was the first comprehensive exploration of the region by a European settler, and the detailed, amazingly accurate map of the region he produced in 1612 was the seminal guide to the Bay used well into the end of the seventeenth century.

In commemoration of the 400-year anniversary of Smith's extraordinary voyage of exploration, Sultana, Inc., a non-profit educational organization based in Chestertown, Maryland, has constructed a replica of the vessel Smith and his crew used to navigate the Chesapeake. The recreation of Smith's "Discovery Barge" is a thirty-foot open boat, or "shallop," that was constructed at the Sultana Ship-

yard under the direction of master shipwright John Swain. The shallop was launched on November 4, 2005 in Chestertown.

The culmination of the *Captain John Smith Four Hundred Project* will take place in May 2007 when fourteen modern-day explorers, historians, naturalists, and educators set out in the shallop

to recreate Smith's 1608 voyage. The crew will retrace the route that Smith and his crewmen took, powered only by oar and sail, and stop at 31 ports in Maryland, Virginia, Delaware, and Washington, D.C. along the way to educate the public on Smith's legendary voyage.

On August 25-26, the shallop will be in Deltaville during the reenactment of Smith's exploration of the Piankatank River and nearby Stingray Point where he was wounded by a stingray. At this time, FBYC and the Deltaville Community Association will host

a "Shallop Rendezvous" with the participation of similar vessels constructed by the Deltaville Maritime Museum and the Reedville Fisherman's Museum.

Accompanying the shallop will be an interactive 20 x 30 ft. exhibit tent offering a wide variety of educational content including a timeline of John

Smith's Chesapeake exploration, descriptions of the Native Americans of the Chesapeake region in 1608, and information on the ecology of the Bay during the seventeenth century and

today. Visitors to the exhibit can watch a short film about the voyage on overhead televisions, learn about John Smith and the Chesapeake on interactive computer stations, and find out more about what their local region was

like in 1608. Shallop crewmembers will also be an educational resource, and visitors will be able to speak with them at each port visit about John Smith history and their experiences on board the shallop.

For more information about the *Captain John Smith Four Hundred Project*, visit www.johnsmith400.org.



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msnwb@yahoo.com (804) 776-7182.

For Rent: Chesapeake Watch Townhouse. Two/three BR, 2 Bath, Kitchen. Decks off Kitchen and MBR. Three miles from club. \$1000/WEEK, No pets. Tom Ministri. tministri@cox.net.

Fore Sale: 27' Mariah G&S '88 "Insatiable" Custom MORC/PHRF racer. Drysailed only. Good condition & race ready. Nexus Speedo, GPS, Wind, Depth. Yanmar 8HP Diesel Overhauled 2004. Extensive sails. Stereo/CD. Triad trailer new 2002. Exceptional race record including Chesapeake Bay, Key West, Block Island, SORC. \$22,500. Contact Mike 804-387-4673 e-mail morc@earthlink.net

For Charter: Lion's Whelp, Classic 83' Elridge McInnis motor yacht. Staterooms for 6 people. Captain, mate, and chef provided. July/Aug. in New Eng., Sept./Oct. in the Chesapeake, Apr./May in the Bahamas.

See www.lionswhelp.com for details. FBYC members get a 25% discount. Contact Jeff Thomas (804-288-2858).

For Rent: Two fully equipped luxury waterfront Jackson Creek Condos, avail. Nov. thru March, April or May at \$800 per month each, plus utilities. No pets. Call Noel Clinard, 804-788-8594; nclinard@hunton.com.

For Sale (2 boats): 18ft. Hobie Cat. Trailer included. \$2,650.00. For Sale: Byte Sailboat. Great shape! \$1,750.00. Call Arthur Wilton 776-7211 cell 804-815-9233.

For Sale: J24. Completely race ready. Full keel job including hard epoxy bottom, template keel and rudder job and top deck restored in 2002, dyform wire shrouds with calibrated turnbuckles with quick adjust wrench, Max J headstay, thru bar spreader, minimum length mast, Carl's custom tiller, 8:1 outhaul system, 8:1 cascade vang, new running rigging, stereo, new battery, sail comp with remote countdown timer, new genoa, all other sail in average condition. Contact Jason Angus at jangus@catalyst121.com or 804-363-2102.

For Sale: 1989 Tartan 31 "Magic". Dark Blue Awlgrip hull. Premier Yanmar Engine 27 hp-low hours. Central AC. Full Canvas plus Custom Awning. Spinnaker with pole. Many extras and upgrades. Excellent condition. Cruise ready. Contact Allen Bower 757-428-0733 or email Bower1977@msn.com.

For Sale: "Queen Mary," 36 ft. Alden Trawler, traditional all wood cabin, teak decks, berths and baths fore and aft, wonderful, comfortable, handsome yacht for cruising down the river in style. See at Urbanna Harbor, slip 34, call 804-758-3287.

For Sale: Opti - Garage kept and very good condition. Located in Norfolk and will provide pictures upon request. \$900.00. Contact Andy Weaver at 757-855-9001 or cawjr@cox.net.

For Sale: Mobjack 334 with blue hull and white interior is in fair condition, rigged, and ready to go. Trailer is in fair condition. Sails original with boat. Extras are included. \$1,000. Contact Chris Tompkins. Home: (804) 288-1717.

For Sale: Good condition dual axle J-24 trailer for \$1500. Travels well and includes spare tire. Call Skip Hope 252-377-7012 or 252-482-1133 (night) or whope@easternrad.com.

For Sale: 3.5 HP 2 stroke Nissan outboard for \$500. Recently serviced, low hours, good condition. Contact Skip Hope 252-377-7012 or 252-482-1133 (night) or whope@easternrad.com.

For Sale: Opti - 1991 Vanguard Opti "Laser Beam" Comes with a practice sail and a racing sail, 4969. \$900. Contact Mary Buhl at 360-0760 or Marybuhl@aol.com.

For Sale: Sailing Dinghy for sale: 8' fiberglass dinghy, "Atlantic" style. Has 2 water tight compartments. Can be swamped but not sink. Rows beautifully with its two long wooden oars. Has stainless plate on transom for outboard. Fun to sail. Has a 2 part mast, boom, mahogany rudder & centerboard, wood tiller, halyard, sheet line, and approximately 36 Sqft sail. Has long towing painter. Boat currently named Jigger. Asking \$750. John Koedel III (804) 288-1565 or jgkoedel@yahoo.com. Pictures available electronically.

For Rent: Three bedroom house with two baths and screen porch with water views of Porpoise Cove and Piankatank River! Home is located 1.5 miles from Fishing Bay Yacht Club and is perfect for a summer family vacation at the river! Will begin taking reservations in February for the spring and summer months. Rent \$1,000 per week, contact MaryBuhl@aol.com.



To place an ad or submit an article, please contact:

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 6006 Sedgefield Rd
 Midlothian, VA 23112
 Office (804) 739-4059

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The deadline for The Log is the 20th. Items received after the 20th will be published the following month.

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